

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 13 JULY 1884

No.

No. in  
Reg. Book.

Survey held at *London*

Date, First Survey *20<sup>th</sup> June* Last Survey *16<sup>th</sup> July* 1884

(No. of Visits)

Master *W. Hird*

YEAR.

MONTH.

TONNAGE:—

NET *1124*

GROSS *1191*

UNDER DECK *1040*

Built at *Port Glasgow.*

Owners *J. Leslie*

By whom *R. (Duncan & Co)*

When *1876* *6<sup>th</sup>*

Port belonging to *Glasgow*

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Rugg's Dry Dock* Destined Voyage *New Zealand.*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins

(if these particulars are not yet recorded in the Register Book.)

Years assigned,  
if a Wood Ship.

Character in  
Register Book.

Classed

Last Survey, No. *42856* Port *Low*

*S. L. Lon. N° 2-83.*

*100A.1.*

*9.83.*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

The special survey N° 2 was complied with last year except as regards the ranging of the chain cables and the examination of the masts and spars - see London Report N° 42856.

The chain cables have now been ranged and examined, and the masts and spars examined. The bottom examined & coated. Rudder pintles rebushed. Newmizen up to top sail yard. The deck plating in way of house for Refrigerator has been lengthened eight feet and made watertight, to allow for a horizontal boiler being fitted in lieu of vertical one.

One new length of chain cable supplied in lieu of one length deficient  $1\frac{3}{4}$  stud link tested at Ketherton 30<sup>th</sup> June 1884 No. 12460

Breaking strain 77 tons 2c. 2gr. 0 lb. } *J. Lewis Sup't*  
Tensile strain 55 tons 2c. 2gr. 0 lb. }

## PRESENT CONDITION OF THE

Decks	<i>good</i>	Plating	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways	<i>D°</i>	Plank (Bottom) & Counter	<i>D°</i>	Rudder	<i>D°</i>	Masts, Yards, &c.	<i>D°</i>
Comings	<i>D°</i>	Tronails or Rivets	<i>D°</i>	Copper, or V.M. When put on	<i>(State if on Bolt)</i>	Condition, how ascertained	<i>by exam<sup>n</sup></i>
Up'r Dk. Beams & Fastenings	<i>D°</i>	Breasthooks and Stemson	<i>D°</i>	Cement (If Iron Ship)	<i>D°</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>D°</i>	Transoms, Pointers, & Crutches	<i>D°</i>	Caulking of Bot'm, D'k, & Watrways	<i>D°</i>	Anchors	No. of <i>3 B. 1 S. 2 K</i>
Planksheers	<i>D°</i>	Timbers of Frame (at the openings)	<i>D°</i>	Windlass & Capstan	<i>D°</i>	Cables	<i>good</i>
Sheerstrakes	<i>D°</i>	Ditto ditto at other places	<i>D°</i>	Pumps	<i>D°</i>	Hawsers & Warps	<i>D°</i>
Topsides	<i>D°</i>	Keelsons	<i>D°</i>	Standing & Running Rigging	<i>D°</i>	Hatches	<i>good.</i>
Wales	<i>D°</i>	Clamps & Shells	<i>D°</i>				
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

General Observations, Opinion as to Class, &c.:

This vessel is in good and efficient condition & eligible in *my* opinion to remain as classed.

Entry or Registration Fee (if chargeable)	£	—	—	—
Survey Fee (per Section 27, Scale I. or II.)	£	1	1	—
Special Damage Fee (if any) (per Sec. 28)	£	—	—	—
*Certificate (if required)	£	5	—	—
Travelling Expenses (if chargeable)	£	—	—	—
Second Surveyor's Fee (if any)	£	—	—	—

received by me,

*22<sup>nd</sup> July 1884*

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRIDAY 13 JULY 1884

*100A.1*



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Foundation